

news

NHTSA



Volume 2
Number 11

Published by
National Highway Traffic
Safety Administration

U.S. Department of
Transportation
Washington, D.C.

NHTSA News is a semi-monthly publication prepared for all agency employees by the Executive Secretariat, Room 5215, Nassif Building, 426-2876. Distribution is on the 1st and 3rd Monday of every month.

Editor M. J. Noll

June 1976

Road Safety Delegation From France Visits NHTSA



Dr. Gregory greets and meets with members of the French road safety delegation.



Four members of France's Interministerial Committee on Road Safety recently spent a jam-packed two days discussing highway safety issues with various NHTSA specialists. All four are associates to Christian Gerondeau, Secrétaire Général of the Committee. The purpose of their visit was "to get to know [our] organization better" and "to learn American experience on certain specific points."

Comprising the French delegation were:

Joseph Bastide, who is responsible for regulations, drivers' licenses and road safety educations;

Bernard A. Mamontoff, who is in charge of the administration of national road safety questions and international programs;

Jack LeFranc, who is responsible for vehicle safety; and

Arnaud d'Aramon, who is responsible for highway safety equipment.

NHTSA's coordinator for their visit was Jack Burke, P&E.

Captain Stephany Receives Secretary's Meritorious Award

Captain Shirl Joseph Stephany, TSP, recently received a Secretary of Transportation's meritorious achievement award. The award was for his outstanding contributions to the Emergency Medical Services program during his 4 years with NHTSA.

Among his achievements, Captain Stephany conceived and initiated means to permit the more effective mobilization and manage-

ment of EMS services; initiated and developed the Departmental policy for implementation of the Universal Emergency Telephone Number (911) concept; personally conceived and carried out one of NHTSA's American Revolutionary Bicentennial programs; has been instrumental in organizing Departmental efforts to exploit the use

(See Secretary's Award on page 2.)

All Stars Imperil MVP Softball Reign As Women Star for New NHTSA Powerhouse

Chafing over three consecutive defeats of NHTSA's lawyers over a two-year period by the "chauvinists" from MVP, Bruce Buckheit has assembled a crew of all stars which seems likely to dominate the agency's informal softball activity for the rest of the season. Brightest light for the "Stars," as they are known by softball commentators around Washington, is third-base person Sonja Whitson (OCP).

In a recent tuneup game in which the Stars toyed with a game but outclassed the squad from P&E, Sonja made several outstanding defensive plays and demonstrated a level of firepower which the city hasn't seen since the War of 1812. Also swinging a mean bat is Alice "the Hammer" Harkless (OCC), who showed no mercy in pitching the Stars to a 10-3 win. Joining Ms. Whitson in the infield are Bob Daugherty (OCP) at first base, Joe Young (OHS) at second, and Bill "Spike" Bolger (OCC) at shortstop. With this alignment Buckheit claims to have invented the world's first "impervious infield" and the game against P&E bears out this claim.

Speed is the name of the game in the outfield. Indeed, their opening game produced a spectacular collision as three fielders converged on the ball. This situation arises because Steve Wood (OCC) playing right field, Bruce Buckheit (OCC) in center,

and Irv Chor (PACS) in left field are so fleet that any of them can reach almost any routine fly ball reaching the outfield. In addition, Hal Paris (PACS) and Joe Bolos (OCP) provide solidarity, maturity, and offensive punch from the respective positions of short fielder and catcher. First substitute Barbara Kumm (PACS) performed well in the late innings, showing the depth of this team. All in all the combination seems unbeatable. The "Stars" are scheduling games against TSP, RD,

OCC, and some outside competition such as the Senate Anti-Trust Subcommittee Staff and a public Broadcasting System while waiting for their chance at the "chauvinists." MVP, on the other hand, seems to be fearful of this new assemblage and is attempting to delay the fateful game until they can recruit some new talent. "Let 'em do what they want," says Buckheit, "When they write the book on this one, it's going to be titled 'How the Good Guys Finally Won'."

Secretary's Award (from page 1.)

of Citizen's Band (CB) radio for transportation safety; and initiated in-

terdepartmental effort to develop Federal Standards for biomedical telemetry.



Captain Stephany listens attentively to U.S. Coast Guard Commandant Owen W. Siler during the award presentation ceremony. With Captain Stephany is Dr. Gregory. Captain Stephany's wife, Paula, and his parents are in the background.



Dr. Gregory pins award medal on Captain Stephany, while Mrs. Stephany proudly looks on.

DOT/ERA Offers Thrifty, Fun-Filled Vacation Trips

Vacation time ahead! The DOT Employees Recreation Association (DOT/ERA) has furnished us with the following schedule of current charter trips for members, any one of which may be just what you are looking for. DOT/ERA sponsored tours save you money too, as there is no middleman to increase the cost. Membership in DOT/ERA is \$2.50 per year.

Destination	Departure Dates	Fare
Hawaii (8 days)	Jun 14, 28; Jul 19; Aug 9; Oct 18	From \$399
Bermuda (4 days, including breakfast & dinner)	Jun 25	\$349
Nassau (7 days)	Jun 28, 29; Aug 10	\$314
Jamaica	June 28	\$307
Disney World (5 days)	Jul 5	\$102
Broadway (3 days)	Jun 18	\$ 79
Williamsburg (3 days)	Jun 20	\$ 89.50
Niagara Falls (3 days)	Jul 25	\$ 99
Nova Scotia (10 days)	Aug 9	\$299
Hawaii (14 days)	Aug 16, 30; Sep 27	\$689
Mexico City, Taxco, Acapulco (8 days)	Jul 2; Aug 6; Oct 22	\$339
Acapulco (8 days)	Nov 26	\$299
Miami-Nassau (7 days)	Aug 7	From \$422
San Juan (7 days)	Aug 4	\$289
Las Vegas (4 days)	Aug 23; Sep 10, 17, 24; Oct 22	From \$249
Athens (8 days, including cruise to Hydra & Aegean Islands)	Oct 14	\$459
Peru (7 days)	Nov 14	\$344
London (8 days, 7 nights @ Kensington Hotel)	Nov 22	\$399
Russia (8 days)	Nov 1	\$622
	Dec 5	\$575
	Jan 10, 1977	\$575
	Mar 11	\$622
	Apr 3	\$672
	May 9	\$649
OCTOBERFEST SPECIAL	Sep 16-23, 1976	\$649

Make your arrangements now...OCTOBERFEST. The price covers these tour inclusions:

- * Airfare between Baltimore/Frankfurt and Cologne/Baltimore
- * Ground transportation via deluxe motorcoach
- * Accommodations in first class hotels with private bath or shower
1 night Heidelberg; 3 nights Munich; 1 night Frankfurt; 1 night Cologne
- * Continental breakfast daily; dinner daily except two nights in Munich
- * City sightseeing tours with English speaking local guides and including entrance fees where necessary in Heidelberg, Rothenberg, Munich, and Cologne. Orientation drives in other cities.
- * Special Octoberfest dinner in Munich
- * Wine tasting party at Rudesheim Castle Restaurant
- * Rhine Steamer Cruise from Rudesheim to St. Goarshausen
- * Porterage, service charge as imposed by hotels and taxes by local government
- * Tips to maids and dining room staff
- * Tour completely escorted by a bi-lingual guide.

He's the Man Behind the "NHTSA News" Cartoons

Tom Grubbs--Automotive engineer, cartoonist, beginning photographer, traveller--a man of many interests and talents. The Office of Standards Enforcement (OSE) is his office; the World his "sphere of interest."

Tom can be considered as a local boy, since he grew up in Richmond, a small suburb of Northern Virginia, where he spent most of his youth rebuilding and repairing old automobiles. He received a mechanical engineering degree from Virginia Polytechnic Institute. After a year of graduate study in automotive engineering, he transferred to the Chrysler Institute of Engineering Graduate School in Detroit in order "to get closer to the automotive industry." Tom received a Master's Degree in Automotive Engineering at the Institute, and spent three years at the Chrysler Corporation's Detroit Engineering Center testing vehicles and components both in the laboratories and at the proving grounds.

After experiencing some of Detroit's long, cold, and dreary winters, Tom decided to return to the East Coast and requested a transfer to the Chrysler Newark (Delaware) Assembly Plant. As product engineer, he spent the next five years acting as liaison between the Delaware assembly plant staff and the various Chrysler engineering offices in Detroit.



Tom Grubbs, MVP: The world is his "sphere of interest."

While living in Delaware, he was a member of the Governor's Highway Safety Advisory Committee.

In February 1970, Tom made the switch from industry to government when he joined the National Highway Safety Bureau as a vehicle safety compliance engineer. He is presently assigned to the Vehicle Crash Energy Management Systems Group of OSE where he is the contract technical manager for 30 mph automobile crash tests associated with the occupant protection and fuel system standards. Tom is also the OSE "Keeper-Of-The Dummies" (Part 572 50th percentile male anthropomorphic Test Devices) and currently has a "stable" of six "good old

boys" and six "new guys." These instrumented dummies are used as vehicle occupants during the crash tests to give indications of compliance with various restraint system injury criteria requirements. He spends a considerable amount of time at vehicle crash test sites in Arizona and California, which isn't too bad, especially in January or February, he notes with a sly smile.

To date, Tom has spent 15 years in automotive graduate studies and automobile design, assembly, and testing. He spends most of his off-hours tinkering with his '68 Chevy Van, which is known as "Purple Passion" around Buzzards Point, and doing as much "warm water" scuba diving in the Caribbean as funds will allow.

Tom's wife, Clare, who is the Administrative Assistant in the Office of Program Review and Investigation, FHWA, shares his enthusiasm for travel. Since Clare's grandfather was born in Lithuania, a country which is now a part of the Soviet Union, they spent their honeymoon touring the U.S.S.R. Tom and Clare are going to Kenya and Tanzania in East Africa during July and August to photograph wild-life. They will be travelling to six of the major game reserves by Land Rover with an accompanying guide. They chose

the July-August period for their trip since it will be "winter" in East Africa when the temperature rarely exceeds 65°F. Most of their trip will be in areas above the 5,000 foot level.

Clare is particularly looking forward to the Tree Tops Hotel built in the tops of cape chestnut trees and overlooking a major feeding area where elephants, zebra, and other herds of African wild life abound. The Tree Tops Hotel is also in the heart of Mau-Mau country. The trip they are anticipating, but both are dreading the series of shots--a necessary evil--for yellow fever, cholera, small pox, typhoid, and the pills for malaria and "Kenya's Revenge." In a few years they hope to include their two children, Charlene 11, and Troy 10 in their trips. They also have spent time visiting various islands in the Caribbean.

Their latest scuba diving trip was to the Dutch Antilles island of Bonaire 15 miles off the coast of Venezuela. The scuba diving was terrific, Tom says, but the night life "nil"--and Clare agreed.

Tom's mother was an artist. She painted some 50 to 75 oils during her lifetime. So it would seem Tom's artistic talents come naturally. When with Chrysler he did many graphic illustrations. In his work in OSE he sketches the dummies showing their positioning in test vehicles and the location of various dummy instrumen-

tation, and does quite a few sketches of vehicle test equipment layouts such as those required to position the high speed cameras to document each crash. Drawing and illustrating are his first love, he says. The writing is tedious. Those clever illustrations you have seen in the Newsletter in recent months are his handiwork, for which this staff is very grateful. And the demands for his talents are never-ending, particularly from those planning going-away and retirement parties.

As a parting note, Tom

wished to emphasize that not only he, but many others in NHTSA, came here through the automotive industry; that the staffs in the various Motor Vehicle Programs Offices are made up of people who have had practical experience in their automotive fields and are working in an area they know--not just with "drawing board" formulas. They are people who are truly working to make motor vehicle safety exactly what that name implies. Tom has combined his talents in an enviable way--he loves his work and he loves life.



**PLEASE DRIVE NICELY!
IT'S THEIR CAPITAL TOO!**

Tips for Safe Bicycling

In a previous article, tips on bicycle selection and maintenance were discussed. The rules of the road for on-the-road use are many, but certainly worthwhile. Don't forget to pick up a bicycling bibliography from Katie Moran, room 5319, Nassif Building.

Using the Bicycle

There is a fairly widespread misconception concerning the side of the road on which a bicyclist should ride. The rule is "Ride in the same direction as traffic." You should not try to ride through glass, rocks or litter, or on broken pavement. These obstacles can cause you to lose control, and thus be more hazardous than moving into the lane.

Be sure that a child is properly taught to handle his bike before he is allowed to ride on his own. You may wish to consult local bicycling clubs, schools, the police department, etc., for more information on this.

Observe all traffic laws and signals, just as automobiles do.

Don't ride double or attempt stunts.

Find alternative routes rather than ride through busy intersections and heavy or high-speed traffic.

Most accidents happen at intersections--which include driveways, alleys, etc. Walk--don't ride--your bicycle across busy intersections.

Develop the habit of using your main brakes rather than your brake extenders.

Avoid riding in wet weather. When wet, hand-brakes will require a long stopping distance. Some bikes lose as much as 80% of their braking capability when the wheels are wet. It may take as much as 400 feet to stop a bike going downhill.

For increased visibility in the dark, apply retroreflective trim to clothing, or wear reflective vests and jackets. Front-back flashlights can also be strapped on legs and arms.

Avoid loose clothing or long coats that can catch in pedals or wheels. Leg clips or bands keep pants legs from tangling in the chain.

Avoid crossing raised sewer grates.

Be careful when checking over your shoulder for traffic when you're driving a bicycle with drop handlebars. It is almost impossible to do this without swerving, and you may swerve right into traffic.

Avoid metal or painted surfaces that are wet, such as manhole covers, railroad tracks, cross-walk strips and lane markers. Turning and braking maneuvers on these wet surfaces will usually cause a fall.

Leave enough room between you and the parked cars in case someone opens a car door without looking. Be prepared for someone pulling away from

the curb--check for exhaust, back-up lights, etc.

Drive Defensively--Pretend you can't be seen.

Historic Firsts

When the ancient Greeks and Romans wanted to sweeten something, they used honey. Sugar was unknown to them.

Sugar was first produced in India about 2,000 years ago. Although there is no record of its actual source, it is believed to have been obtained from the sugar cane or bamboo plant. The Indians considered it medicine, and it was used on food at feasts or for special occasions.

Later the Arabians came upon this strange new product in India. They thought it good and decided to take the sugar cane plant to the western world. They planted these plants first in the valley of the Tigris and Euphrates rivers, and then in Egypt and later in Spain.

But sugar remained unknown in Europe until the 12th century. And it was not until the 14th century that it appeared in England. At that time, it was considered a luxury among the English and two pounds cost as much as a pig.

Father's Day

"Father's Day" was first observed on June 19, 1910 (the third Sunday in June). This was two years after "Mother's Day" was established in 1908.

Sunning Safely

What To Do If Summer Comes

As of this writing, it doesn't seem as though we'll be having any sun this summer. Not that anyone is predicting our solar orb's untimely demise. It's just that it's discouraging to put on summer attire every morning only to have the skies cloud over halfway to work. However, in case we do get some sun-tanning weather, it might be good to be prepared to make the best of it, which is not necessarily the same as the most. There are a few things every intent sun-bather should know about the sun, his and her skin, and what is healthy to put in between.

The sun is the leading cause of skin cancer. While skin cancer is the easiest to cure, with the highest rate of success, it is still no laughing matter. Left untreated, skin cancer can metastasize, or spread to other parts of the body. In addition, most skin cancers appear in the fifth decade, and many heedless people are completely unaware that they are sowing the ground for trouble in later years.

Ultraviolet rays are the harmful ingredient in sunlight. The skin has a special mechanism to protect itself from ultraviolet radiation--the production of melanin. This dark substance is produced by specialized cells.

Tanning is, in fact, the visible evidence of melanin production. The

problem lies in the time lag between exposure and tanning; the damage is done during this unprotected period. While it is actually not advisable to tan deliberately, if we go about it right we can enjoy ourselves safely and return from summer fun with a nice, healthy glow. Here are some facts and precautions:

1. Don't wait until the hottest part of the summer to start acclimatizing your skin to sunlight. The sun's rays enter the earth's atmosphere at a more oblique angle the rest of the year, and much of the ultraviolet radiation is absorbed as it travels this longer path.

2. Hazy skies are misleading. You may think it safer to go scantily clad, but overcast skies can burn you nearly as quickly as clear ones.

3. Don't expose large areas for large amounts of time, especially at first. Wear long sleeves and slacks mostly, and if you must have a tan, build it slowly, with proper protection.

4. Apply a good sun lotion to all exposed skin. There are two basic types of protective preparations, sun blocks and sun screens. The former are most efficient and do not allow the passage of ultraviolet radiation; the latter offer minimum protection, and consequently let you tan.

Lotions containing PABA (para-aminobenzoic acid)

have been particularly endorsed. Baby oil is no protection at all.

5. Keep moving. You burn much faster if you are sitting still.

6. Take good care of your hair--prolonged exposure to harsh sun will dry it out and encourage splitting and frizzing. Be extra careful if you color your hair; it might acquire a greenish or reddish tinge.

7. Only glass sunglasses absorb infrared radiation, which is the kind that burns your retina and can cause blindness if you look at the sun too long. Plastic ones are very popular, but they do not make the sun safer to look at; retinal burns are permanent damage which does not heal. White or light-colored surfaces, such as sand and snow, reflect considerable amounts of this harmful radiation. Avoid uncomfortable glare in general.

Armed with this advice, you are well equipped to make the best of being outdoors. Have a good time this summer--if we get one!

graffiti

CHRONIC GRUMBLER:

One who, when opportunity knocks, complains about the noise.

C.F.
D.E.

Personnel

Welcome Aboard

Suzanne Atwood, Personnel Staff Specialist, AD, 5-9.

Mary Bevins, Clerk-Typist, AD, 5-9.

Anita Criswell, Clerk-Typist, OCC, 5-9.

Margaret Hechler, Clerk-Typist, AD, 5-9.

Christopher Kocsis, Writer-Editor, Exec. Sec., 5-9.

Bruce Thorner, Clerk-Typist, AD, 5-18.

'Bye and Good Luck

Retina Thomas, Student-Aid, AD, 5-7.

Carolyn Marrs, Secretary Steno, MVP, 5-15.

Congrats on Promotion

Mark Brady, Management Analyst, AD, 5-9.

John Budnik, Personnel Management Specialist, AD, 5-9.

Robert Hornickle, Tech. Information Specialist, AD, 5-9.

From the Young Set

Dear Mr. President,

Im teen years old and very sad my russian blue cat got caught in the fan of our car and now she has to have her leg removed, my parents wont let me have a three legged cat can't you make the car makers put a screen on each car they make it would save a lot of cats and children's feelings.

Your friend
David Lisle
Fairborn, Ohio

Regional Highlights

She'd Be an Asset to any Office

If you have occasion to call or visit NHTSA's San Francisco Office, you may well come in contact with Ms. Maxine Parks. Max, as she is called by all who know her, has been a clerk (DMT) in the Region IX office since October 1972. In addition, she has been selected as the Equal Employment Opportunity Representative for Region IX. She is courteous, efficient and the delightful kind of person who adds a special sparkle to any office.

Max graduated from George Washington High School in Shreveport, Louisiana in May 1967. From there she went on to attend Grambling College in Louisiana and received a Bachelor of Science degree in May 1971. Following college, Max spent a year working for the City and County of San Francisco, as a clerk with their Department of Public Health.

Max, who would be an asset to any office, is well aware of and desirous of furthering her own



Ms. Maxine Parks, Secretary, Region IX, receiving a three-year Service pin from Mr. Bradford M. Crittenden, Regional Administrator, Region IX.

capabilities. And, because she knows that training can be the key, she has established and maintains a program of continuing education.

Need help? Max is always willing to assist, always willing to extend a helping hand and go the extra mile. No wonder Region IX feels that its office is most fortunate to have her as a member of its team.

Awards...Awards...Awards...Awards

Twelve NHTSA employees have recently received awards for noteworthy contributions on the job.

Outstanding performance ratings were given to Lenora Borow, Office of the Administrator; Dianne Graham, RD; and Charleen Kelly, AD.

Receiving Special Achievement Awards were:

Bernard Ames, PACS;
Louann French, MVP;
Warren LAHeist, P&E;
George Reagle, Office of the Administrator; and
James E. Thomas, MVP.

Quality Step Increases were awarded to Calvin Burkhart, AD; Rosemary Horning, OCC; Donald Nelson, AD; and Frank Pattee, Region VII.